

RR/OSA

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NRO REVIEW COMPLETED

COPIED
18 April 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT: Summary of OSA Activities for Week Ending
17 April 1963

M-O

1. The Chairman of the M-2/BJ Committee briefed Secretary McMillan, with General Greer and others attending, on 10 April on the proceedings of the Committee up to that time. The following recommendations were presented:

- a. Restart BJ on an eight flight schedule leading to an eventual C-375 camera configuration.
- b. Start M-2 and continue to a sensible decision point.
- c. Start MK-8 recovery vehicle development for use in either case or with M if appropriate.
- d. Continue TAF improvements, but plan for Atlas boosters for either BJ or M-2 on basis of present knowledge.

The Secretary observed that he would expect some formal presentation or documentation in the future as basis for a decision. Gene Kiefer felt that the briefing was somewhat slanted and did not offer a true representation of all the facts. Since a formal Committee report is required he will use that medium to ensure that a complete picture is presented.

CORONA

1. On 12 April Dr. Seoville approved OSA contracts to initiate procurement in support of [redacted] including procurement of three CORONA recovery vehicles from General Electric; CORONA triple prime

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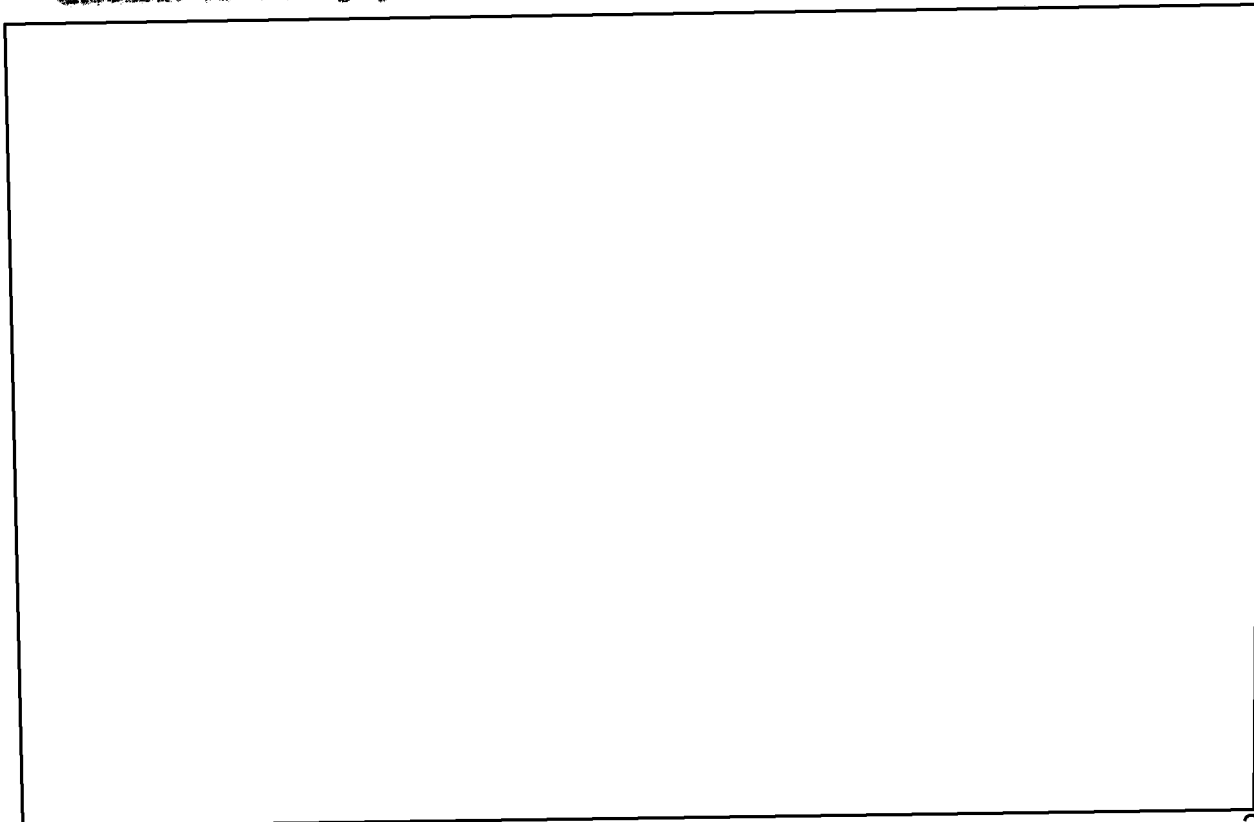
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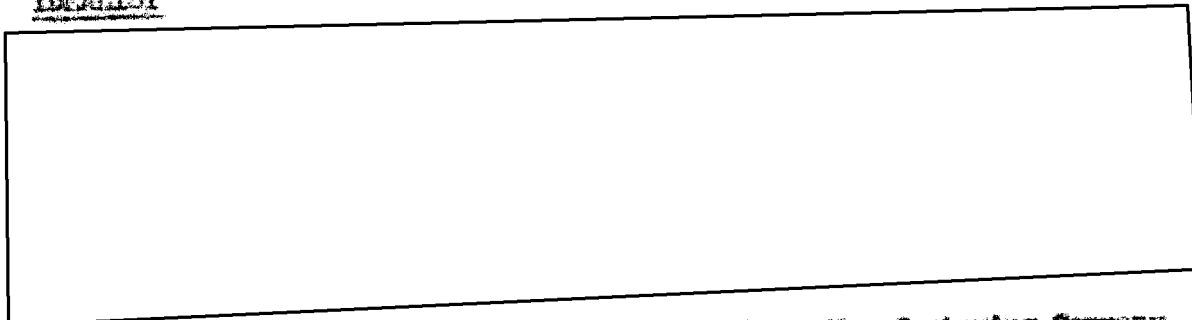
cassettes from Itek; and system assembly, test and checkout by LMSC
A/P facility. [redacted] OSA Security, visited
LMSC on 3 April to arrange final security plans for the test and
checkout of the equipment.

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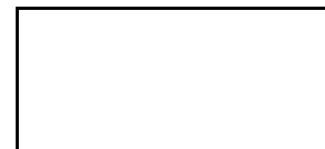
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2. An order has been placed with the Nyeon Manufacturing Company
for three more "B" cameras and related separate parts. Delivery date
for the first unit is about 30 June 1963.

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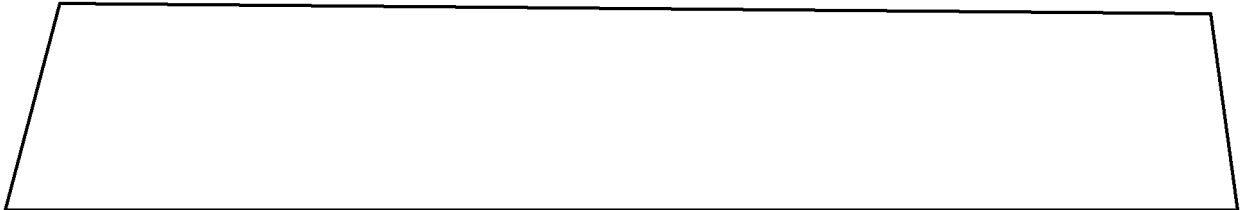


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ONECART

1. Mr. Robert Amory of the Bureau of the Budget visited [redacted] on 12 April where he watched three takeoffs and landings of the A-12 aircraft, took a tour of the hangar area and base, a tour of the [redacted] Pratt and Whitney and flight personnel facilities, including some good photography results, and was briefed on the base facilities and new construction. He appeared to be very favorably impressed.

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3. Aircraft #126 is rapidly approaching first flight date. Functional tests are nearing completion and preparations are being made for installation of the engine. The APC 50 radio is being checked out in conjunction with the same work being accomplished on aircraft #125. First flight is planned on or before 20 April.

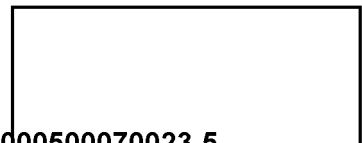
4. The Programs Staff is currently investigating the problem areas concerned with pre- and post-strike overseas staging for ONECART. A list of these areas is being drawn up with a view toward insuring that responsible sections in OSA are cognizant of these problems.

[redacted] OSA Materiel, is currently preparing lists of items which would constitute the three GSE-GHE/Supply kits needed for staging. The three kits are (1) prepositioned items, (2) those items which would be carried with the staging party, and (3) an emergency kit which would remain at [redacted] but would be identified for expeditious transport to a forward staging base should the need arise. Although we may be a bit premature in looking at personnel to be deployed to overseas staging bases, we are nonetheless trying to come up with ball park estimates on numbers of people required.

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5. As the result of a meeting at [redacted] on 11 April it was established that [redacted] requires four additional Tom Mauerer Tracker

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Cameras complete with three lenses, clock recording capability and automatic light sensing equipment. Installation requirements are being coordinated at this time.

6. Lockheed test pilots feel they are closing in on the OXCART vehicle's relight problem. Restarts are beginning to appear reliable and they are narrowing down the region where such starts will be as near 100 per cent reliable as it is possible to make them. One or two more flights should put us in a position where the flight envelope extension can once more take precedence.

7. As a result of suit flight on 12 April the test pilots decided:

a. The new gloves are an improvement, but the "stick" needs redesign to prevent slipping.

b. The suit requires internal restraint snap to alleviate slipping of personal oxygen lead hoses.

c. Suit restrictions hamper refueling technique.

d. David Clark should review problem of pressure ridge caused by zipper on pilots' backs over spinal column, and

e. Controls such as face heat are difficult to reach.

8. The walk around sleeping bags presently used in the OXCART survival kits have proven unsatisfactory in tests conducted at the Area. The use of two bags was necessary to keep subject warm and comfortable. A continued search for a realistic survival bag is recommended.

9. Regarding the OXCART pilots' oxygen, there appears to be considerable controversy regarding the adequacy of even the larger gaseous oxygen bottles to fulfill our projected operational requirements.

10. Another area which [] feels requires close attention is the requirement for stabilizing the ejection seat in the 3.4 seconds after it clears the ship and before the seat and the pilot are separated. Lockheed, through [] was reminded of this problem area in late March. The general consensus is that unless a stabilizing chute is added to the seat, the instability of the ejection seat could well result in a seat/pilot collision after separation. We will have further information on this after the F-106 runs, now scheduled for May.

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11. [] has requested that CIA provide additional personnel to support the forthcoming increased workload resulting from new electronic equipment and other OXCART requirements levied upon that facility. They feel that immediate personnel actions are required to insure assignment of additional personnel within ninety days to manage this increased workload, and indicate that if this request is not fulfilled the timely support rendered by that depot in the past will not be evident within the next few months.

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13. Because of increasing awareness of the OXCART Program, the DD/R submitted a proposal to the DERO on 10 April to: (a) convene the Ad Hoc Cover Committee as soon as possible to consider the proposed surfacing of the prototype of the LRI - a long-range interceptor developed by Lockheed for the USAF - as a cover mechanism for OXCART, and (b) that the Committee resolve and make a recommendation on the timing of the surfacing.

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[]
Chief, Program Staff
(Special Activities)

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D/NRO

I have approved this from a CIA point of view. I believe this is something we should go ahead with in order to answer the recommendation of the President's Foreign Intelligence Advisory Board for improved resolution from the U-2. NRO approval for going ahead with the initial procurement of 2 such cameras is requested.

P R I O R I T Y

H. Scoville, Jr.

The above transmittal note was
O. K. ☒ by Col. Ledford on 4/20/63.